

HAMLIN

Area of Change

- Extend up Hamline to Thomas?
- Expand study area to Marshall of deal with connections over 94
- Northern boundary is fine
- General consensus to leave Area of Change as is
- Include Super USA property at Thomas and Hamline
- Include empty parking lot across Griggs from Skyline and next to Central Medical
- Expand station area boundary east (to Dunlap) south of University
- Include bridges over 94 (Griggs, Hamline, and Pascal)

Initiatives

- Walks up Hamline and south of 94
 - Bridges
 - Improve access to parks south of 94
- Beautification of area
 - Improve existing buildings with facade facelifts and paint, especially the north side of University
- Give people more than one reason to be here
- People live here because they value diversity, can afford it, can have just one car, and have time to spend with their families
 - Mix of housing types and affordability
- Ability of people living north of University to cross to south side
- Attract small, very local businesses, perhaps through City incentives
- Maintain 16 service levels
- Charles bike boulevard pilot
- Midtown Global Market-type development/adaptive reuse
- "Street of flags" through Midway Marketplace
- No parking lots in residential area (Avenue spillover)
- Potential Somali marketplace – with courtyard and small commercial spaces
- Soccer fields to complement facilities across 94
- Stable neighborhood by Skyline
- Indoor recreation space
- Different sizes and forms of housing on Skyline block; additional residential near Skyline
- Break up Skyline block w/ roads or block patterns/park space
- Bike parking throughout (especially at destinations like Hamline/Thomas node)
- Break up the large block on the south side between Syndicate & Griggs – need smaller scale block pattern in this area
- Gathering space: youth/community center, mosque

Public Realm

- Green spaces need attractive features for families and kids
- Bike parking
- Tree protection and maintenance
- Small skate park
- Playgrounds
- Murals reflecting diversity of environment – as a temporary solution, maybe?
- Public art that's different, interesting – becomes true landmark
- Water features in parks
- Indoor play area/atrium w/ trees inside

- Integration of parks with commercial uses – how would this work?
- Hamline: street trees & traffic calming measures
- Ped improvements north and south on Hamline
- Through-block connections south of University
- Soft edge (grass and trees) on University
- Emphasize connections south of 94 on Griggs, Hamline, Pascal
- Improve access to open space by Skyline Tower residents (small park on site is not really used by residents)
- Possible open space on parcels to the east of Skyline: develop active park space or soccer fields rather than existing parking lots

Development Types

- 2 -4 stories north of University
- Mix of sizes
- Potential for multi-family housing adjacent to Skyline
- Similar heights on both sides of University
- Small apartments – multigenerational
- Development south of University should face the street (e.g. Griggs) – particularly east side

WESTERN

Concerns/opportunities

- Mobility
 - People coming to park in neighborhood – need to have enough residential and commercial parking
 - Personal and year-round safety – lighting (feel safer vs. too bright)
- Housing type
 - Hmong community – families host large gatherings – need amply space
 - Personal safety
- Better connections to the Avenue
 - Have to walk to the end of the block
 - Alleys are barriers
 - Extend Central Village pathways
- World Cultural Heritage District
 - Western area is a core and an asset
 - Marketing and branding/signage
 - Incorporate art/beauty -- hanging baskets
 - Inclusive
- Old Home Site – multiple groups looking at reuse and preservation
- Property owners/renters want to stay – reuse is more affordable than new development, increased property taxes
- Dale as gateway to small businesses
 - Unidale redevelopment has importance to Western
 - Bring traditional street-front back – compare to Shuang Her (up to the street)
- Expanding the market of businesses
 - Cater to the diversity of residents/visitors
 - Create a destination, “an experience”
- Develop surface parking to complement existing small businesses
 - Bigger lots (vacant) have potential to go higher
 - 441 University – misses the market
- Housing demand
 - Older or younger
 - Large families – would a new housing type work?
- Accommodating business needs
 - Trainings, non-profits, service providers
 - Hotel to attract visitors
- Supporting residential neighborhoods
 - Community centers/gathering places for holidays and events
- University should be one of the most beautiful streets in MN
- Changing art installations
- Use platforms for storytelling about neighborhood
- A lot of buildings on Avenue between Western and Arundel are ripe for renovation
- Need parking by Lao Family building

VICTORIA

Area of Change

Group 1

- Retain/highlight/integrate existing housing on University
- Wilder site – potential urban farm
- Preservation within the area of change
- Good that area of change is tight – preserves stable area
- Victoria Theater is better land use than a parking lot
- Discourage surface parking lots
- No big boxes
- Businesses need parking – where will it be accommodated? --> move the line!
- Residential community feels encroached upon --> don't move the line!
- TOD should stay oriented to University Avenue
- Will enlarging the area of change increase residential property taxes?
- Need to find solutions for businesses – common parking areas?
- Treatment of alleys is even more important
- Look at different station types – different varieties/scales

Initiatives

- Bike/ped north/south access, particularly over 94
- New green space – connected to activity
- Small-scale service/ neighborhood commercial
 - Active commercial
 - Street-level activity
- Wayfinding relative to transit and area destinations
- Access – residential and business
- Business sustainability – need more customers to support more businesses
- Safety
- Medical facility
- North/south bus/bike connections
- New kind of alley here?
 - “Mini street” to deal w/ commercial/residential interface
- Maintain some options for housing affordability
- More jobs
- Station area today is bleak
- Station area in 20 years:
 - Serve community as a whole with a variety of options (different business types)
 - Community hub - safe; comfortable; litter-, graffiti-, and noise-free environment
 - No cars on University – bike/ped access only
- Residential character area: unique to these two blocks
- Bike route on Victoria – bike station?
- African American business incubators – reestablish on Avenue like on Selby-Victoria as the link
- African American heritage corridor (Dale to Lexington)
- High percentage of people working out of homes – live-work concept
- Incorporate parking in new development

Public Realm

- Pedestrian-scale lighting
- North/south bike/ped access
- Safety
 - Stop signs by Maxfield
 - Call buttons at stations
- More trees
- Park-like setting throughout
- Alley improvements
- Improvement of schoolyard for community use
- Better, safer connections to University through alleys, open spaces
- Community gardens/small-scale urban agriculture – edible landscape
- Improved maintenance of landscaping
- Pedestrian bridges over I-94 – make it inviting to get to and from Selby
- “Rondo Renaissance”
- Important community places: Pilgrim Baptist, Maxfield, Peter Claver
- Create new green space with any new development
- Trees and streetscaping
- Functional green spaces
- Fuller as a green bikeway
- Greening cross streets
- Look nice like Selby and Grand

Development Types

- Corner buildings face both north/south and east/west streets; wrap the corner
- Modify development to face Victoria
- Oxford Commons scale – 4-5 stories
- Mix of types – some similar to current scale
- Reuse of houses for Grand Avenue-type businesses, possibly with some staying residential
- Revitalization of Aurora Avenue --> housing and community gardens
- Future of residential structures on University
- Realistic scale of redevelopment
- Central bike route – wider
- See Denver